



# Active Communities Plan



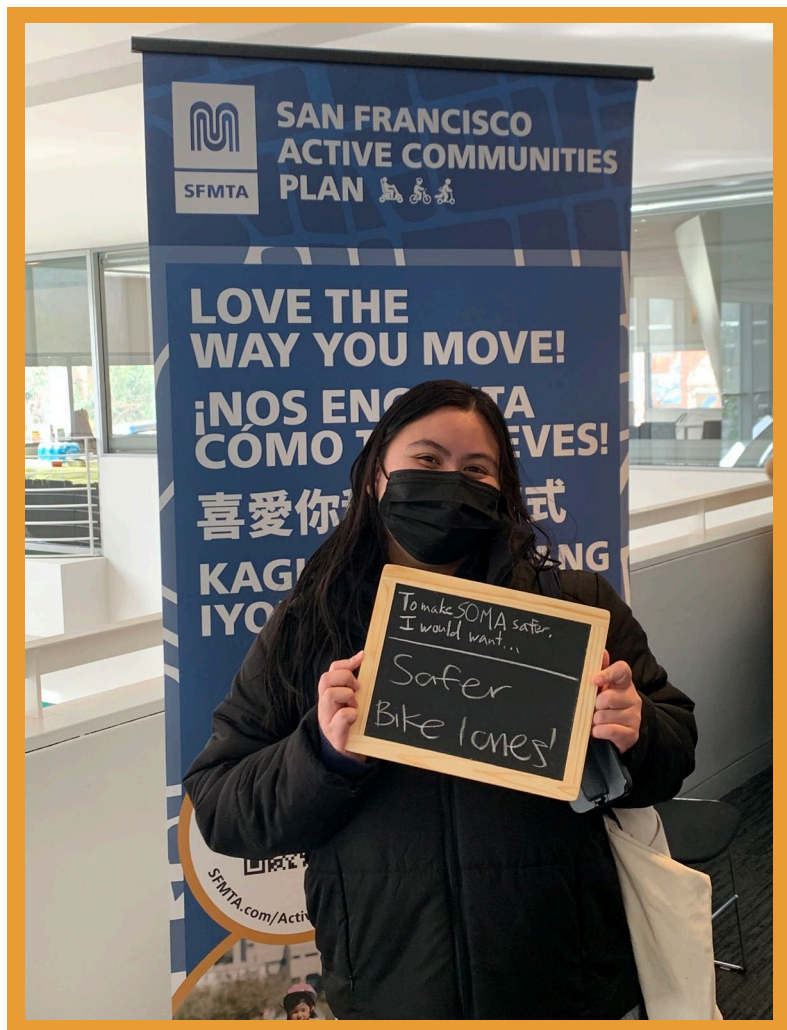
## Plan Update

SFMTA CAC  
July 20, 2023





# Active Communities Plan: Agenda



## Reintroduction to the Active Communities Plan

- Purpose
- Schedule

## What We've Done

- Citywide outreach
- Community Partner events
- Policy Working Group
- Technical Analysis
- Survey Results

## What's Next

- Goals, Objectives, Policies & Actions
- Community Partner events
- Draft Network & Programmatic Recommendations



# Active Communities Plan: Reintroduction



- The Active Communities Plan will create a new plan for active mobility in San Francisco since 2009, including:
  - 10 to 15 year investment plan for active transportation
  - A new Proposed Active Transportation Network
  - New supportive programs/policies
- Extensive outreach throughout 2023 will:
- Be inclusive of all devices that can use the bike network
  - Center needs of priority communities & vulnerable users

**Plan will be adopted in 2024**





# Schedule



## Phase 1: Winter-Spring

- *Understanding Community Concerns*
- Where are people going, what works/doesn't work

## Phase 2: Spring- Summer

- *Community Discussions*
- What do you need to bike, scoot, or roll?
- Resident Preference Survey, Collision Analysis

## Phase 3: Fall

- *Draft recommendations*
- Public feedback on recommendations
- Equity Analysis, Connectivity Analysis

## Phase 4: Winter

- *Draft Plan*
- Refine Plan, including network, policies and programs



# What we've done

## Citywide outreach

- Year-long process launched January 27
- Project materials in English, Chinese, Spanish & Filipino
- Phase 2: survey & dot-poster launched April 22
- 4,300+ residents engaged
- 61 citywide events as of August 1, 2023



Bayview Sunday Streets – 5/31



NorCal Pedal Gang Cinco de Mayo Ride – 5/7





Western Addition/Fillmore Workshop – 3/27



Mission-to-Excelsior Ride/Roll – 4/2

# What we've done

## Target Community partner events

- SOMA:
  - March 4, July 1
- Western Addition/Fillmore:
  - March 1, March 27, July 28, August 3
- Tenderloin:
  - March 30, April 13, April 18, July 19, July 20
- Mission District:
  - April 2, May 3, May 5
- Bayview Hunters Point:
  - April 5, July 29
- Outer Mission, Excelsior & OMI:
  - April 22, July 21, August 5





# What we've heard

- People don't feel safe or comfortable using the bike network that exists today
- Affordability, access, and safe parking is as big a challenge as a safe/comfortable network
- Projects must not exacerbate past harms on vulnerable communities
- People on bikes/scooters being seen as "other" is a substantial barrier to adoption in some communities
- Desire to get scooters off sidewalks and into bike lanes – but often bike lanes don't feel safe enough



Tenderloin workshop – 3/30



Bayview Juneteenth Festival – 6/18



# Policy Working Group

- Convened rotating body of 15 to 20 subject matter experts, mobility advocates, cultural district representatives, disability advocates, and merchant group representatives
- Have met three times since May; five total group meetings
- Discussion space to inform policy and programmatic recommendations in the final plan

## Meeting topics

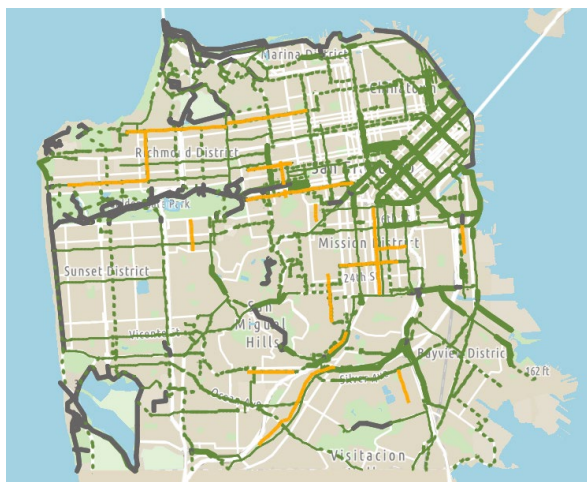
- Meeting 1: Plan Goals, Objectives, Policies, and Actions
- Meeting 2: Network Decision Framework
- Meeting 3: Business Corridor Design Challenge
- Meeting 4: Community-based programmatic needs
- Meeting 5: Expanding access to electric mobility



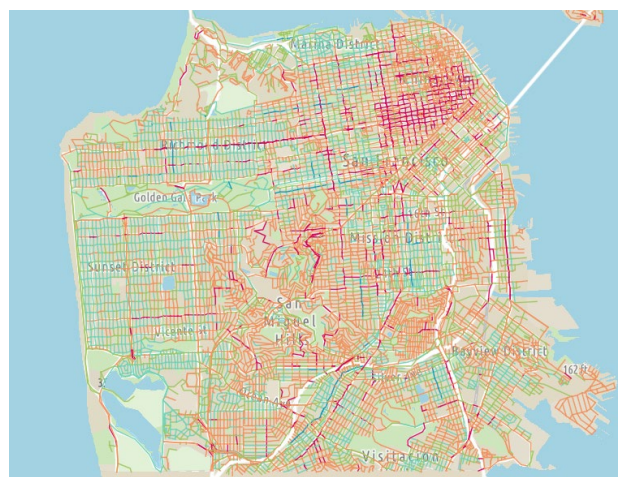


# What We've Done: Analysis

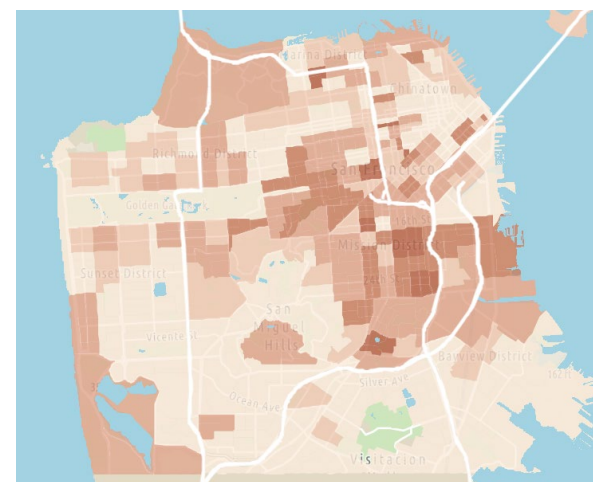
## Existing Network



## Comfort (BCI) Analysis

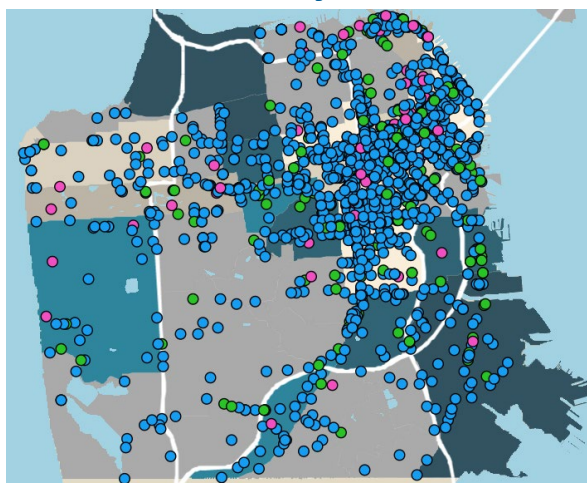


## Modeshare Analysis

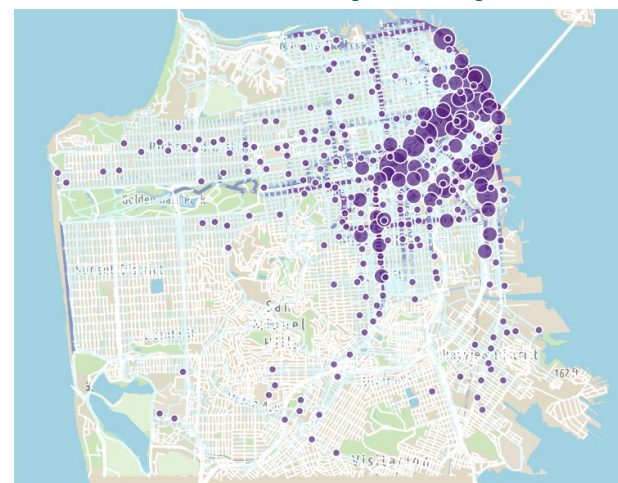


<https://tooledesign.maps.arcgis.com/apps/webappviewer/index.html?id=f948aa0022e246259ea899e5a4318427>

## Collision Analysis



## Micromobility Analysis



## Network Performance





# What We've Done: Analysis

<https://www.sfmta.com/reports/active-communities-plan-analysis>

## Network Analysis

- Network coverage & distribution of high-quality bikeways
- Mode choice & trip pattern changes, pre-pandemic vs now
- Bikeshare, scooter share & bike counter data
- Modeling for all active mobility trips citywide
- Identify high-performing & low-performing areas of the active transportation network

## Collision Analysis

- Crash locations & trends for people on bikes and scooters
- Separate bike/car, bike/pedestrian, and bike solo-fall collisions
- Changes in crash trends pre-pandemic vs now
- Demographics of people involved in crashes
- Identify neighborhoods where crashes are under-reported





# What We've Done: Survey Analysis

## Resident Preference Survey

- Conducted in April by polling firm EMC, intercept surveys conducted by Interethnica
- 1,000 total surveys: 400 web-panel, 600 intercept in Equity Priority Communities (EPCs)
- Results weighted to be representative of SF demographics & geography

## Phase 2 Survey

- Survey available in English, Spanish, Chinese & Filipino
- Available online & on paper
- Survey launched April 22nd, runs through July 31st
- 1,400 survey responses as of July 7, 2023

## Phase 2 Table Exercise

- Dot-sticker poster board where residents can rank level of comfort with different types of bike network facilities
- Boards at 14 citywide events as of July 7, 2023
- Over 1,300 votes on comfort levels

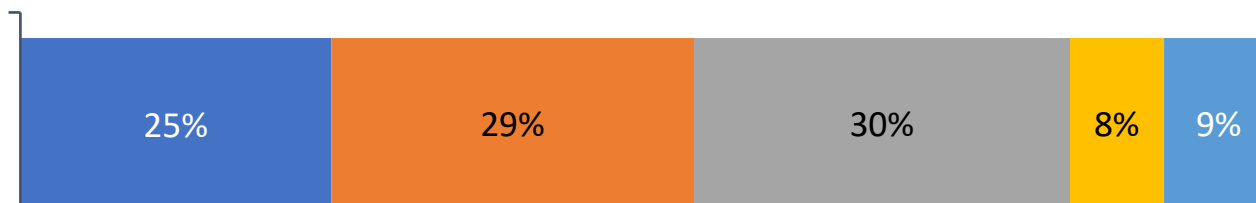


# What We've Done: Resident Preference Survey

■ 5 - Strongly agree  
 ■ 4  
 ■ 3/(Not applicable)  
 ■ 2  
 ■ 1 - Strongly disagree

**Total Agree**   **Total Disagree**

\* Making it easier and safer to use the Active Transportation Network in San Francisco would reduce driving



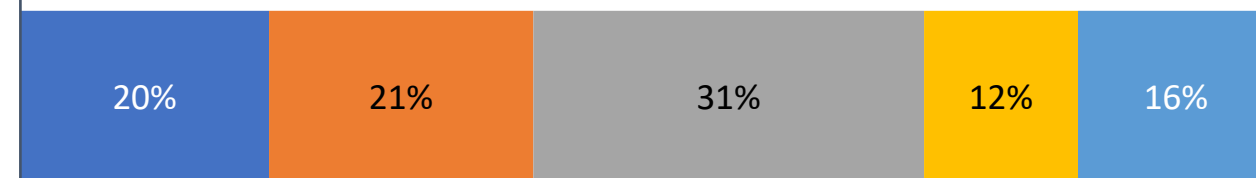
**54%**   **16%**

Owning or renting a bike, scooter, or other active transportation device in San Francisco is affordable



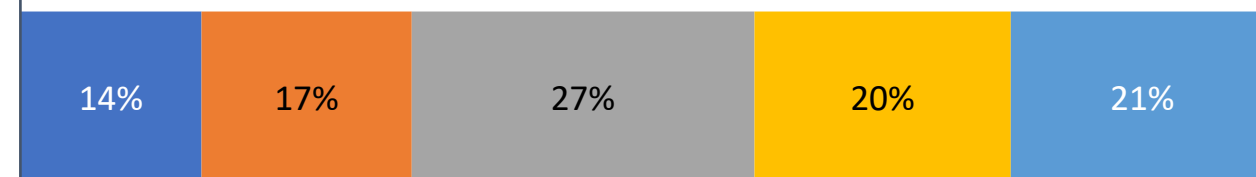
**47%**   **17%**

I am aware of safe places in San Francisco where I can park a bike, scooter, or other active transportation device



**41%**   **28%**

People using active mobility devices such as bikes and scooters usually follow traffic laws



**31%**   **41%**



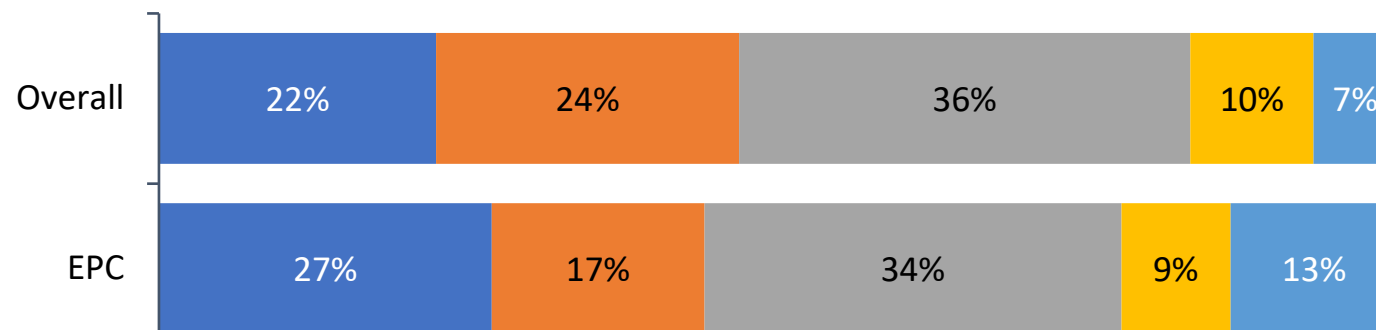


# What We've Done: Resident Preference Survey

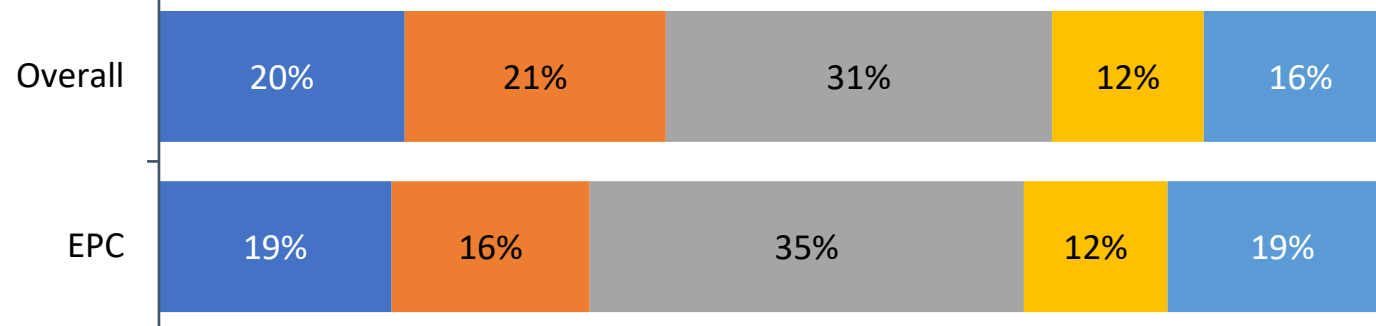
■ 5 - Strongly agree  
 ■ 4  
 ■ 3/(Not applicable)  
 ■ 2  
 ■ 1 - Strongly disagree

Total Agree  
 Total Disagree

Owning or renting a bike, scooter, or other active transportation device in San Francisco is affordable

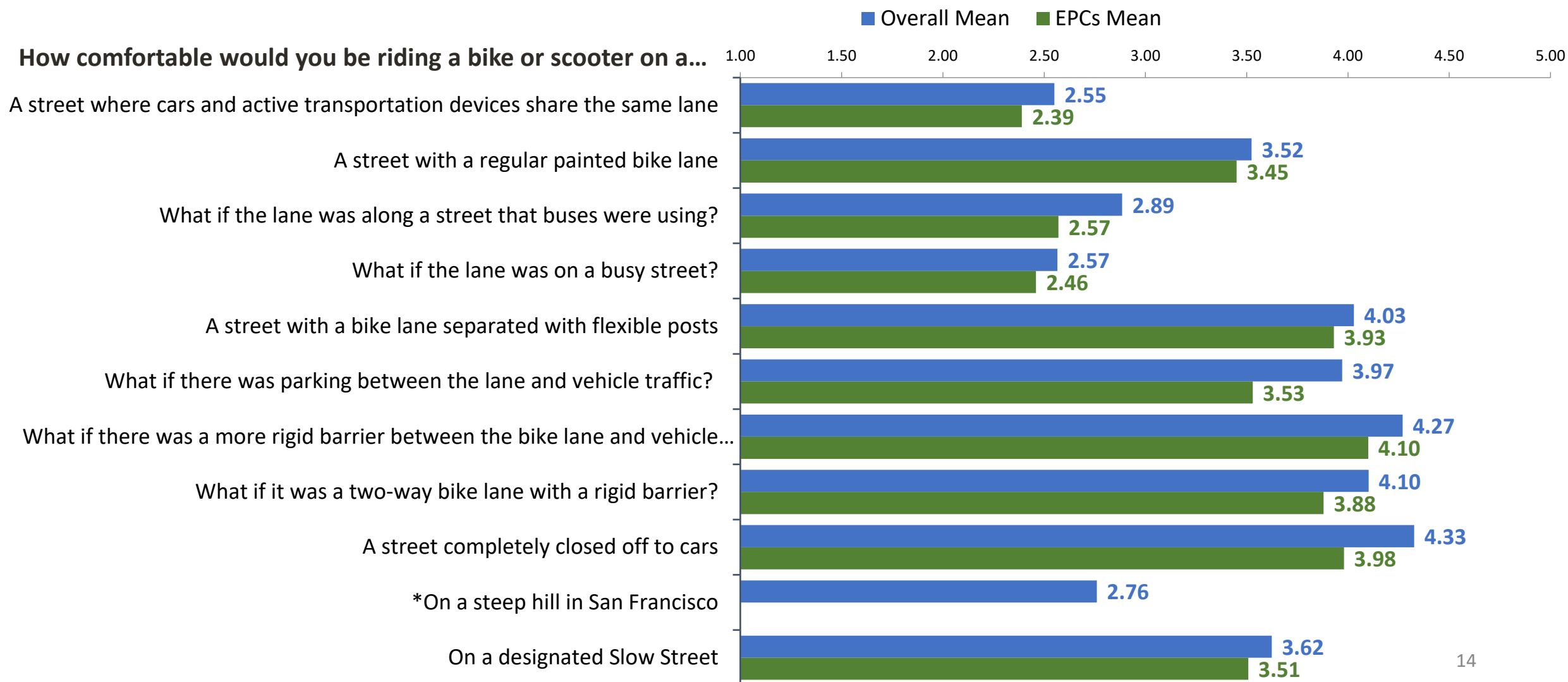


I am aware of safe places in San Francisco where I can park a bike, scooter, or other active transportation device





# What We've Done: Resident Preference Survey







# What We've Done: Resident Preference Survey

## Other Findings

- A supermajority (80%) of respondents want to use the Active Transportation Network, but only 23% of them feel comfortable enough to use it regularly today
  - Only 16% of residents from Equity Priority Communities feel comfortable enough to use the network today
- More than a quarter of respondents report having a bicycle or scooter stolen in San Francisco
  - Similar rate of response between citywide and Equity Priority Communities
- More than half of respondents report having walked, biked or rolled on a Slow Street
  - Only 32% of residents from Equity Priority Communities report having used a Slow Street
- More than one third of respondents report having participated in Sunday Streets
  - Similar rate of response between citywide and Equity Priority Communities



# What We've Done: Phase 2 Survey

## Identifying barriers & needs

People asked to identify what they need to bike, scoot or roll more

- Clearer rules protecting people who bike, scoot, or roll (74% high priority)
- Short-term parking for bikes and scooters (69% high priority)
- Temporary street closures like Sunday Streets or block parties (63% high priority)
- Rebate programs to make e-bike/e-scooter adoption more affordable (67% high priority)
- Driver education on how to share the road with bikes & scooters (67% high priority)
- More traffic enforcement (81% high priority)
- More pavement maintenance and street sweeping of bike network facilities (74% high priority)
- Better connections between bike network facilities (73% high priority)

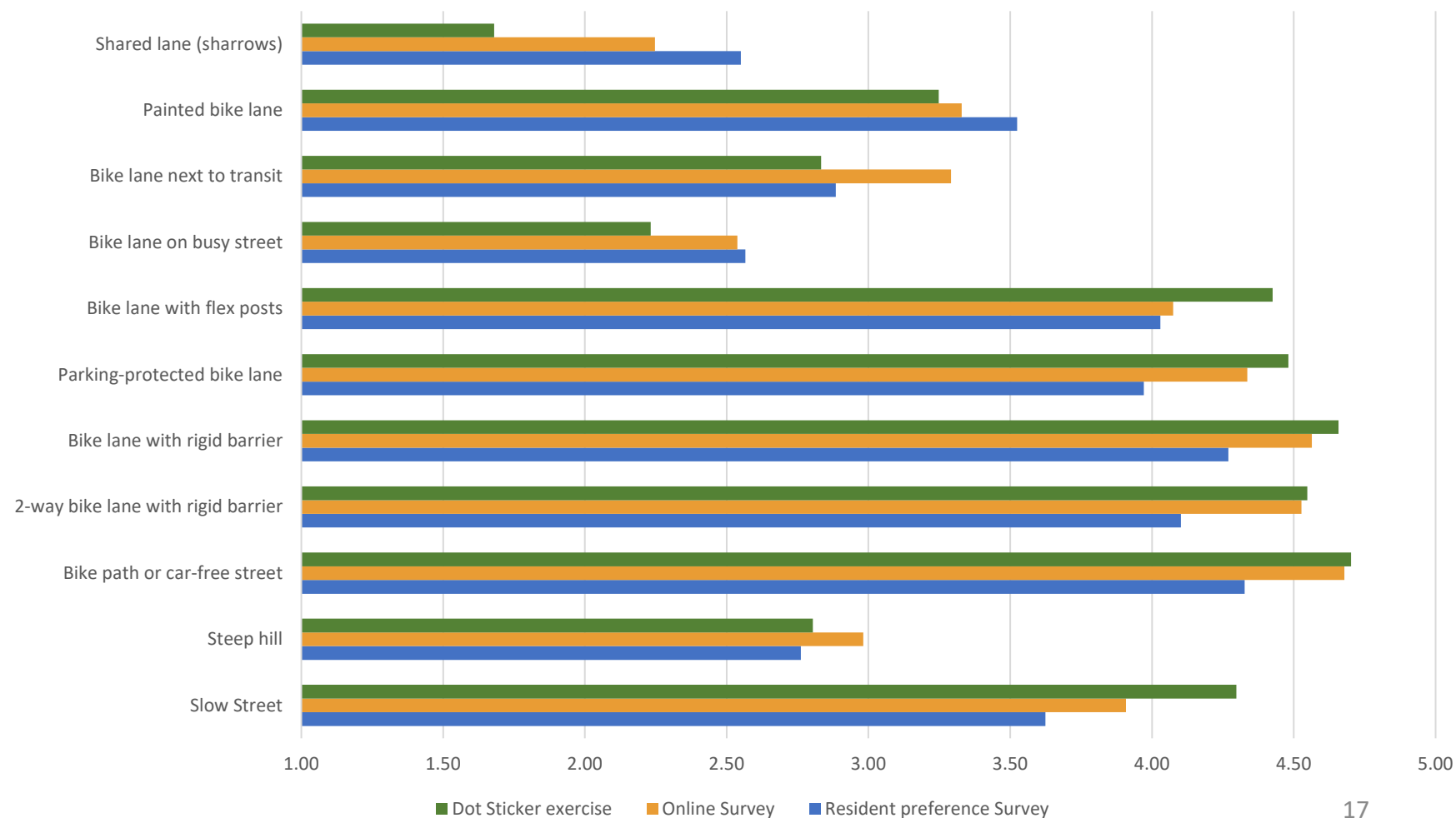


# What We've Done: Survey Comparison

## Findings:

- In-person & Phase 2 surveys significantly *less* comfortable with **network facilities with less separation from vehicles**
- In-person & Phase 2 surveys significantly *more* comfortable with **separated bike lanes, car-free streets, and Slow Streets**

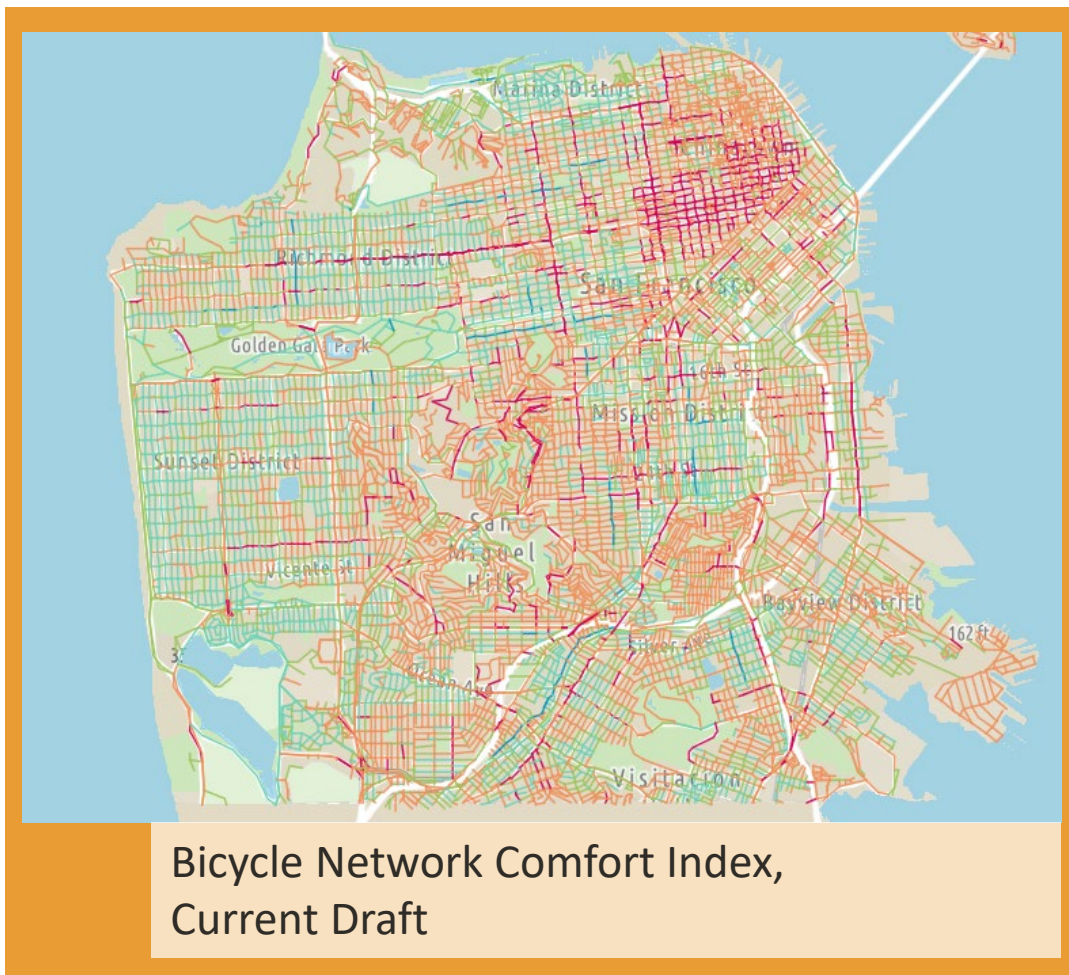
How comfortable would you be riding a bike or scooter on a...







# What's next: Surveys

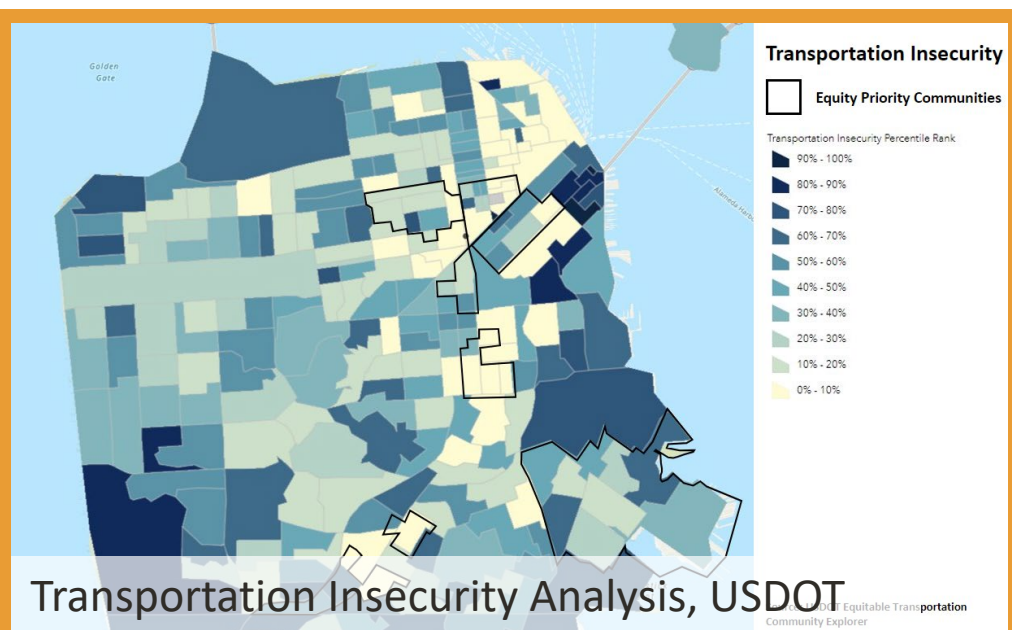


- Analysis for differences in responses by geography, race/ethnicity, disability status, and other demographic factors
- Use survey responses of facility comfort to recalibrate the Bicycle Network Comfort Index to better reflect the lived experience of people on bikes & scooters

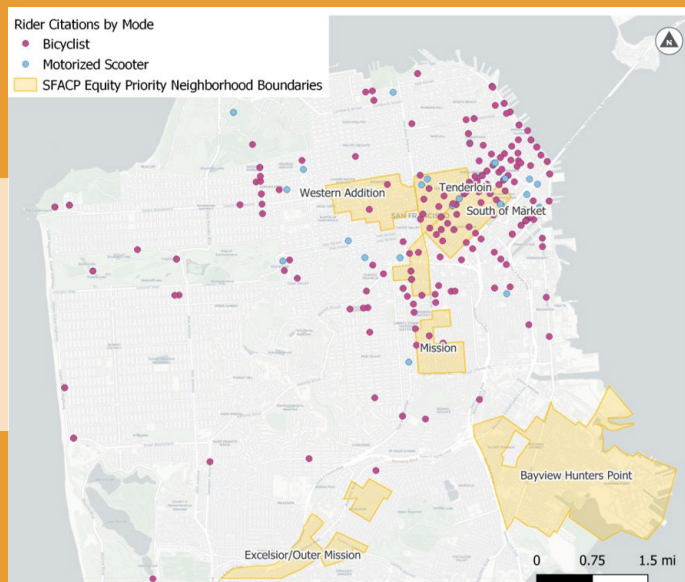


# What's next: Equity Analysis

- Worked with community partners, Office of Racial Equity & Belonging, and a Technical Advisory Committee to establish a framework for the analysis
- Community profiles for Equity Priority Communities were completed for Phase 2 workshops in July and August
- Finalized Equity Analysis memo in September



Bicycle & Scooter rider citations, 2017-2021







# What's next

- **Community Partner Events**

- **Phase 2 – July/August**

- **Community Discussions** – sharing information, analysis, survey results, and building a shared vision for active transportation

- **Phase 3 – October**

- **Community Mapping** – Co-developing projects, programs, and policies that support each community's shared vision

- **Phase 4 – January**

- **Community Action Plan** – Validate plan recommendations with community prior to adoption at SFMTA Board



SOMA Workshop, 7/1



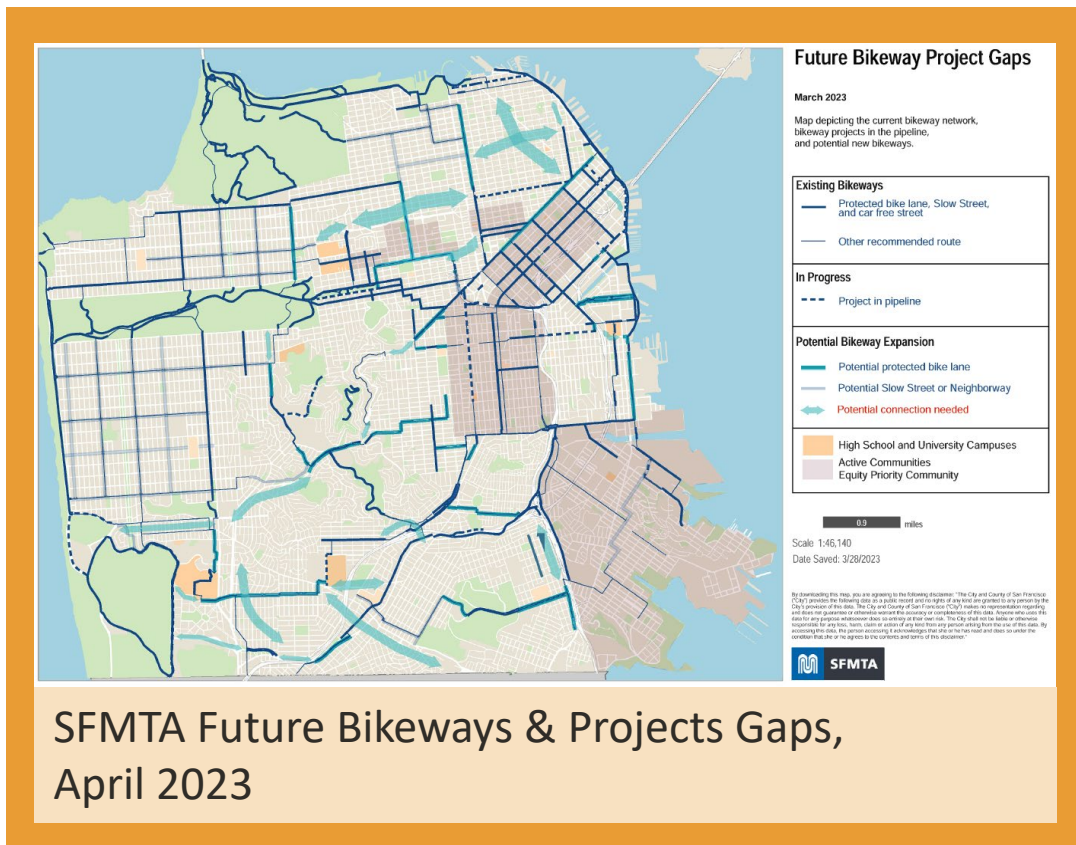
D7 Community Ride w/ Supe Melgar, 6/23





# What's next

- **Phase 3 – October 2023**



SFMTA Future Bikeways & Projects Gaps, April 2023

- **Draft Goals, Objective, Actions & Policies**
  - Developed in partnership with Policy Working Group & Technical Advisory Committee
- **Draft Network Recommendations**
  - Will be developed using network analysis, collision analysis, equity analysis, and public input via Phase 2 surveys
- **Draft Recommended Programs**
  - Will be developed in partnership with community partners, Policy Working Group, and using Phase 2 data
- **Public input from October through December 2023**

Thank you!



[ActiveCommunities@SFMTA.com](mailto:ActiveCommunities@SFMTA.com)

[SFMTA.com/projects/active-communities-plan](https://www.sfmta.com/projects/active-communities-plan)

**SFMTA**